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Luxurious New Gripsholm, Scandinavia's Largest Liner

Swedish American Line's new, completely air-conditioned M.S. Gripsholm, which will make her maiden voyage to New York early this Summer, will not be an exact copy of the company's flagship M.S. Kungsholm, but rather a "bigger sistership," according to reports from the line's technical department in Gothenburg, Sweden. The differences in design are based on the experiences with the Kungsholm since this ship left the shipyard in Holland more than three years ago. The new Gripsholm is being constructed at the Ansaldo Shipyards in Genoa, Italy, and successfully completed her first technical trial run recently.

The primary exterior difference of the M.S. Gripsholm as compared with the Kungsholm is the enlargement of the main dimensions. Thus the bow has been made more rakish, the forward deck longer and some of the higher decks have been extended aft. The lifeboats are located higher up in overhead davits and the distance between the funnels and masts has been increased. Plans are also to have the ship's name in neon lights on both sides between the two funnels. The 23,500 gross register ton Gripsholm will be 631 feet long with a greatest breadth of 82 feet.

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On the uppermost deck, Sun Deck, sheltering panorama windows have been installed some nine feet inside the railings, thereby creating both an open and an enclosed promenade on this deck. By the placing of the lifeboats in overhead davits, the view from this deck remains unhampered. All the way up in the forward funnel an observation lounge has been installed, to which one gets via a staircase inside the funnel. Ample space for walking and deck sports is found also on the lower decks, i.e. Verandah Deck, which is extended aft, and Upper Deck.

The high standard that marks the quality of the interior of the Kungsholm is also found aboard the new Gripsholm and the layout of most passenger space is largely the same. The public rooms on Verandah Deck have been altered slightly and panelings, furnitures, textiles and lighting fixtures are different.

The air-conditioned passenger staterooms are located on four decks and the ship will have a capacity of 842 berths in two classes. Some of the First Class staterooms are paneled from floor to ceiling and the walls in the bathrooms are in mosaic and formica. Some rooms have been equipped with so called "shower tubs."

All crew and personnel aboard the new M.S. Gripsholm will be lodged in single or double staterooms. Instead of the conventional waiter service for the crew and personnel in mess rooms, the 350 men and women who staff the new Gripsholm will eat self-service, cafeteria style. Teh personnel will also have the privilege of using the modern, cinemascope-equipped movie auditorium on designated days and hours.

Other rooms of special interest aboard the new Swedish American liner include the tailor shop with modern steam press and dry cleaning plant; the print shop, fully equipped to handle all printing needs; the hospital complete with reception, treatment rooms, operating room, X-ray, laboratory, five sick bays, portable dentist equipment, etc.; beauty and barber shop; photographic laboratory; telephone exchange (all staterooms have telephones); nine offices; machine shop; electric shop and plumber's shop.

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The main propulsion machinery aboard the Gripsholm consists of two 9 cylinder, 2-stroke, diesel engines, made by the Gotaverken A.B, at Gothenburg, Sweden, which normally develop 19,800 i.h.p., giving the liner a contracted speed of 19 knots. The auxiliary engines of the ship are five 4-stroke diesel engines manufactured by the Ansaldo shipyards. Both main and auxiliary engines can be run both with diesel and bunker oil.

Electric power will be supplied by five a.c. generators, together developing 3500 k.w. The ship will also have an emergency generator of 150 k.w. This is the first time alternating current is used aboard a ship belonging to the Brostrom concern of which the Swedish American Line is a member.

The Gripsholm will also be equipped to manufacture fresh water from sea water in her evaporator plant, which consists of two low pressure evaporators of American make and which have a combined capacity of 350 tons of fresh water per 24 hours. As the Gripsholm every year will make several cruises to the tropics, where water often is unsafe for consumption, the importance of an evaporator plant on board is clearly seen.

The new M.S. Gripsholm will be equipped with Denny-Brown Gyro stabilizers to insure smoother performance in rough seas.

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